

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water-fused is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The **PRODUCT.**—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & CO., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For **COAST PORTS**, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfeit Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—
PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SALTZ WATER
LITHIA WATER
SARSAPARILLA WATER
TONGUE WATER
LEMON SODA
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,

51 The Hongkong Dispensary, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 30, 1893.

THE FINANCIAL CRISIS.

The rate of exchange this morning from Hongkong to London by telegraphic transfer was at the rate of two shillings and four-pence to the dollar, and to all appearance the lowest limit has not yet been reached. Silver was quoted in London yesterday at two shillings and nine-pence per ounce; to-day it has fallen to two shillings and six-pence. Yesterday in New York the rate of exchange was sixty-nine gold cents to the silver dollar; to-day the quotation is 65. Of course all these quotations are unprecedented, and where this silver trouble is likely to end is quite beyond mortal ken.

It is reported by cable that the present state of affairs is causing the greatest uneasiness throughout the financial markets of the world. That would naturally be the effect of this sudden fall in the silver currency. Failures in the United States have been announced, although no particulars regarding them are yet available; but the probability of serious failures much nearer hand is causing considerable uneasiness in local circles. The recommendations of Lord HIRSCHMANN's Commission have simply created a revolution in the financial system of the world. And so far as Hongkong is concerned, the exceedingly curt, not to say discourteous, telegram sent by the Viceroy of India yesterday to Messrs. DAVID SAMPSON, SONS & CO., representatives of the Hongkong merchants engaged in trade with India, has had a paralyzing effect throughout the colony. It is no more figure of speech to say that business in Hongkong is at a standstill. The effect of the establishment of a gold

standard for India must have been foreseen; its results are inevitable. It would serve no useful purpose to blink the fact that henceforth trade between Hongkong and India is dead; the immense business in cotton-yarn between Bombay and China will pass along to the Japanese, as both the capital and energy of this colony, which possesses many substantial advantages for the construction and working of factories, are in a state of depression that is anything but encouraging. In Bombay the factories will be compelled to stop work; and many owners will be ruined.

It would only intensify the situation to work out in detail the probable effects of this scare on Hongkong generally; we prefer to wait until some reliable inferences can be formed as to where the depreciation of silver is likely to stop. That some local failures may have to be recorded is only too probable, and there can be very little doubt that more than one of our banking concerns will have quite enough to do to "weather the gale." At present all is uncertainty; what the next hour may bring forth it is quite impossible to foretell, but so far as Hongkong is concerned the prospect is gloomy in the extreme.

TELEGRAMS.

THE SILVER QUESTION.

LONDON, June 27th.

The Indian mints have been closed to the free coinage of silver.
Rupees will be issued in exchange for gold and sovereigns at the rate of sixteen pence.
It is intended to eventually introduce an Indian Gold Standard.

THE "VICTORIA" DISASTER.

The collision between the *Victoria* and *Camperdown* occurred while the ships of the Squadron were forming in line, the sea at the time being calm.

Vice-Admiral Tryon gave instructions to steer the *Victoria* towards the land, hoping to keep the vessel afloat until she could be run ashore; but she quickly commenced to go down by the head, when the Admiral, who was on the bridge and remained there to the last, seeing that the ship was sinking, passed the order for every man to look after himself.

Two tremendous explosions occurred immediately after the vessel sank.

[The above telegrams were inadvertently omitted from last night's issue.—Ed.]

THE HOME RULE BILL.

June 29th.

In the House of Commons Mr. Gladstone gave notice of a resolution to expedite the passing of the Home Rule Bill, proposing that the Bill be reported on the 27th of July, and that meanwhile the debate be divided into four sections, to be "closed" on fixed dates.

LOCAL AND GENERAL.

A YOUNG woman who was arrested in New York the other day said she was an angel. She was evidently a long way from home.

Globe Trotter.—What a hideous noise these Chinese make.

Berlin Blet.—Dot wain't Chinese; dot's our Club!

It has been very aptly said that the difference between "fifth cure" and "mind cure" is that the mind cure doesn't require any faith and the faith cure doesn't require any mind.

Old Soak.—Where's your watch and chain? Been stolen?

Jim.—No; my lawyer has them.

Old Soak.—Where's the difference?

The Agents (Messrs. Dodwell, Carilli & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Tacoma* arrived at Yokohama on her voyage from Tacoma on the 28th inst., and left for this port, *via* Kobe, yesterday.

The Melbourne City Council has reduced the salaries of its employees from ten to twenty per cent. The rate-payers there exercise a judicious control over their own affairs, without reference to the chief clerk of the Colonial Office in London.

In New York it is quite the proper thing now to applaud the sentiments of a preacher in the pulpit by clapping the hands. On a recent occasion the only way to stop the applause was to pass around the contribution boxes. That promptly stifled the business.

The excavators at Delphi have dug up a colossal marble statue of Apollo. The sculpture is of the best antique school, and the statue itself is excellently preserved, with the exception that the nose is broken. It somewhat resembles the Apollo of Tenia in the Museum at Munich.

It will be seen by advertisement that Mr. J. H. May, Harbour Master at Canton, has notified that a wooden conical buoy, 7 feet 6 inches in diameter, and painted red, has been moored in 13 feet low water spring tides, off the South-western end of the Bird's Nest Rocks, in the Macao Port Reach, at the southern entrance to Canton. A red light will be exhibited on this buoy from sunset to sunrise.

As an instance of the contempt with which the Chinese regard the Dutch and of the general unsatisfactory condition of affairs in Achen, the *Sourabaya Courant* mentions that while earshot of the lines held by the army of occupation at Kotta Rajah, the Achinese have held for more than a year a strongly fortified position at a place called Kalit. The position is formidable from the fort being protected by marshy ground and fences of thorny bamboo. Two attacks made on the fort last year failed.

A GRAVEY party.—"Hooch, ay! it was a gravey party." "Ant hoo many was there of you?" "Naluse!" was the answer. Shon Grant was two, the two Gunns was three, Nell Graham was lower—there was five of us, though, whether. Nell Graham was one, Shon Grant was two, Naluse! was three, the two Gunns was lower. Hooch, ay! but shall count it not. Naluse! was one, the two Gunns was two, Shon Grant was three, Nell Graham was lower. Hooch, ay! there was only lower of us after a, hoo, ay!"

Thus the *San Francisco Chronicle* of the 26th ult.—It would be a good idea to have Justice Brewer of the United States Supreme Court married. Not content with preaching pre-Chinese doctrines before Eastern lovers of the confederate, when he knew that he would soon have to pass upon the Geary Act in his official capacity, he now talks about the Behring Sea case, and declares that he has little confidence in the American case. Of course, his opinion as a Justice of our highest court will be called to England and will furnish comfort to our enemies.

A GEM from "Brownie's" marmors for next Saturday.—"Pumpkins are said to be very fattening for pigs, but I have never tried them myself." Certain, with slow music.

JUSTICE A'BECKETT, of Melbourne, says he will only inflict a nominal sentence on men who are convicted of offences against girls of 16, if the damsels are consenting parties, and so developed physically as to be liable to deceive a man's to their age. The other week his Honour spoke scathingly from the bench about "raising the age of consent."

At the Cotte coal mines, the other day, as the steamer *Houthandel* *Bavalla* was taking in a cargo of that fuel, she suddenly foundered at her bows. The engines and several stokers, who happened to be below, were drowned, but the rest of the crew escaped unhurt. A Java paper ascribes the mishap to a boiler exploding, which was the more inexplicable as all the boilers had been passed by an official inspector, and the vessel was plying under a certificate of seaworthiness granted by a commission of experts.

SCIENTISTS, capitalists and owners of steam tonnage throughout the world, says the *San Francisco Bulletin*, are eagerly watching for the arrival of the new British steamship *James Braid*, which sailed from Shields, England, on May 6th for Philadelphia. They are all interested because the *Braid* is the first vessel that has ever attempted to cross the Atlantic driven by steam generated with petroleum as fuel instead of coal. The vessel is a bulk oil carrier of 5,000 tons capacity, and will load at Philadelphia with oil for France.

EXPERIMENTS with a new system of light-house signals have lately been made at New Haven, says the *Atlantic*. The idea being that with a system of shutters, to cause flashing lights, a number may be designated as far off as the light can be distinctly observed, and thus by reference to a "port book," the lightkeepers being all numbered and recorded, the master of any vessel approaching the coast at night could be certain of his location. It is thought by some that this would be a surer system of the recognition of lights than the present style of so many flashes per minute or differences of color height, etc., but this will remain to be demonstrated to the satisfaction of all.

How "bull's" are made. The *Singapore Free Press*, quoting from a Ceylon exchange, says: "News has been brought to Colombo by the *Warrior*, from Calcutta, that Miss. Virginia Dagnan, the famous serpentine dancer of the Lyric Co., which recently visited Colombo, has just married Mr. Bullock, a son of the captain of the *Gloucester*. Everyone will wish the fair damsel good luck. Mr. Bullock is now acting as Secretary of the Company." "Genetic," the Business Manager of the Company, indignantly denies the story, which he fears "may create some confusion and misapprehension in the minds of his friends and the public." Furthermore, Bullock is absolutely repudiated.

The *Sydney Bulletin* on the opening of that gifted piece of bumbug, the Imperial Institute.—"Queen Victoria, seated on a golden throne, presented her by some towering Oriental nigger with pipe-stem legs, opened the Imperial Institute, the buildings whereof have now been 'dedicated' by the Archbishop of Canterbury. Dedicated to what? To a system of complex tyranny that stamps many of the prerogatives of the Almighty! To a showing hierarchy, that looks down upon the mean service of dissenting religions! To the incense of royalty that bestraddles all the smaller tyrannies, and arrogantly sanctifies its own and their plundering with the double seal of sanctification and blasphemy, and this while the giant millions of London and Hull and all England offer their starving bodies to the bayonets of a hissing soldiery, in despair of earning the price of their carriage. Can Heaven and Hell make a stronger contrast of rampant magnificence and dedicated equality?"

A NOTABLE feature of the telegraph, says the *Engineering Magazine*, is that characters of any description, including plans, sketches, etc., in addition to simple writing may be transmitted by means of it. This opens a field in which such a system might have a monopoly—the transmission of Chinese and Japanese writing. Since the Chinese "alphabet" consists of many thousands of characters it would be impracticable to employ such a code of signals as those composing the Morse alphabet for telegraphing in that language. There might, however, be required for single character perhaps fifty dots and many dashes. When it is now desired to dispatch a message in Chinese the sender imparts, in Chinese speech or writing, the substance of his message to the telegraph operator, who refers to a code-book containing Chinese characters representing the phrases most current among merchants, and transmits in English the numbers corresponding to those phrases, forwarding the numbers to the proper station. There the operator, by the aid of a duplicate code-book, retranslates the message into Chinese and sends it to the addressee, a practice certainly not conducive to accuracy.

Re the fast passages of sailing ships, a correspondent writes to the *San Francisco Commercial News*:—Regarding your mention of a remarkable voyage performed by the British ship *Loch Effie*, which made the trip from the Clyde to Melbourne and return in 66 days, it is noted that the London journal *Reynolds* would like to have it if the record had been broken. In reply to this we will go a little better. First, the round trip of the English ship *Malva* on her first passage, Liverpool to Melbourne and return, 5 months 18 days, of which 28 days were spent in the port of Melbourne. Second, the following trip of the same ship, 6 months, even, the round. But better yet, the first round trip of the American-built clipper *Red Jacket* was 5 months 11 days, including detentions. And even this run was surpassed by that of the American-built *Lightning*, which vessel did it in 5 months 8 days, the starting point in each case being Liverpool. We do not know whether or not this last has ever been beaten, but we doubt if any modern-built ship could do it.

THE London correspondent of a Glasgow paper tells the following story which illustrates the manner in which the Gael is regarded by the Saxon even in these days of railways, telegraphs, steamships and guide-books.—During the Blisley shooting in the Strath of Inverness, a little barber who had come to the Strath to have a wash and brush up, London barbers are a peculiarly communicative set, and the busy little man could not resist remarking upon the great victories of the Scotsmen at the ranges. "You see, sir," he said, "them flocks, they are a queer lot. It's all money with them—no love of sport, sir." "Indeed?" "Yes, sir, they like the flocks, sir." (He meant "keweenaw.") and he laughed heartily at his own remark in knowing the yamagans. "But, then, sir," he continued, "they're always a-shedding, always a-fellin' away at something or other. Why, bless my heart, they've only got to step out of their 'air, measure five hundred yards down the fields, and fire away. Now you know, sir, he's concluded with an air of great wisdom partially concealed by a chuckle, "we can't do that sort of thing in the Strath!"

A LETTER has been received at Brussels from Tippon Tib's nephew affirming that Emin Pasha was killed, in the neighbourhood of Waddai, in the autumn of last year, by an Arab slave dealer named Said Ben Abid.

ACCORDING to *Sydney Sunday Times*, before long Englishmen and Russians will be at one another's throats at "the Gate to India." No fear, unless Britain and Russia are on opposite sides in a great European struggle. Russia does not want India; she couldn't conquer it if she tried; and even if she had possession of the country she wouldn't know what to do with it.

THE *Strait Times* learns from a Java exchange that a little while ago the submission, to the Dutch authorities in Acheen, of Tunka Bintara Kemangan made some noise, as he was chief of the Gihien Confederation of petty states on the coast, and much was expected from his influence in bringing on further submissions among the hostile Achinese. These highly wrought anticipations have been too strong for him. He had submitted in the hope of gaining the good graces of the Dutch authorities in order to be beforehand with a rival chief, but had made the submission without the permission of the titular Sultan of Acheen. The latter summoned him to court to answer for his action, upon which Tunka Bintara Kemangan took refuge in a Dutch fort at Segi.

SAVES the New York *Maritime Register*—The Canadian Pacific Railway Company is determined to control, if possible, the most of the Pacific slope trade with the East and Australia. In addition to its steamship line to the East, it now announces that it will run one from Vancouver to Sydney, N.S.W. This means some loss of trade to our own Pacific ports, but whether to the extent that is predicted in some quarters is doubtful. The Canadian-Australian trade does not promise to be one of immense volume, and no doubt the Canadian Pacific Company expects to gain something out of the United States trade with the Australian colonies. It will certainly succeed if it offers superior advantages of transport. But the trade between Australia and this country is capable of great possibilities, far more so than that of Canada. It is a trade that can be done entirely between the two countries, and its transportation part need not depend upon transshipments between England and her Southern colonies, as must, to some extent, be the case with the Imperial trade route of the Canadian Pacific. At present the Canadian Pacific has the advantage of steamship facilities, and its superiority in this respect will enable it to hold a leading position for some time. That it will continue to do so does not seem probable. The commercial interests of our Pacific coast are too strong and varied to permit Canada to take away business entirely, or to leave our own subordinate to that of Canadians. The condition of affairs in Australia at the moment does not warrant any great efforts being made to increase transport facilities with that quarter, but upon the recurrence of better times these advantages will be secured beyond all question. They will come, because the exports and imports of the United States alone will need them, and it will then be a matter of opinion as to whether it be a matter of opinion as to whether to control the terminal and transport business.

SIGNED "Wallacey," the subjoined string of verses have a lively lilt, which put their writer in the companionship of old Dublin and new Bennett. Were they set to music as spirited as their lines they would vocally keep alive for many a day the *Campania's* first conquest!

Said the Eagle to the Lion, "I will race you, if you please.
With my good ship *Paris*, over the thousand leagues of sea;
For my *Paris* holds the record, and she holds the ribbon still—
You may take it from her, if you can, and if you will."

Said the Lion to the Eagle, "You're a somewhat headstrong bird;
With will and self-conceit should your little heart be stirred?
For was not *Paris* one of ours, a British cruiser bold,
Until her compass got a-warp, touched by the alien god?"

'Twas British skill laid all her lines, and British hands that beat
Each plate and rivet, shaft and rod, out of the furnace heat;
You own the ship, it may be, but we know what she can do,
And since she left her native shore we do not grudge her you."

Then the Lion shook his mane, and stretched his tawny side;
Said he, "There's my *Campania* just drooping down the Clyde—
I'll match her with your *Paris*, and at I'm speaking true,
She'll lower your flag a little bit, and lower your record too."

Then the *Paris* left her moorings and steamed proudly down the bay,
And ten thousand throats saluted with a thundering "Hooray!"
Then she quickly steamed to seaward, and the Eagle on her flag
Clapped his wings and fairly chuckled, with a sort of cackle big.

The *Campania* shook her pennons out against a doubtful sky,
And the "Go ahead" was given, and the engineer's reply;
And she overhauled the *Paris* but a few miles from the bay,
And the Union Jack was carried past the flag of Stipe and Star.

When six days were scarcely over, and the *Paris* was winning well,
The *Campania* rode at anchor on the Mersey's quiet well,
Many hours before the *Paris* made the harbor light,
Or slowed down to pass the Needles and the sunny Isle of Wight.

So here's a "health" to Captain Hains, his officers and crew,
And cheers for the *Campania*, which holds the ribbon blue;
And cheer, too, for the *Paris*, whose Eagle sails and mopes,
Because the Lion once again has dashed his rising hopes!

"Wallacey," lyric of the rivalry of Ships and Nations is as animated as the rising and falling of the sea, and the *Campania's* newest voyage should inspire him to another series of briny stanzas.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. E. J. A. Chryd, Putney Judge.)
June 30th.

LAWYER'S COSTS.
His lordship delivered judgment on a question of costs raised in five actions brought by Ho Ma and others against Lo Chi Tieg.
Mr. Rees appeared on behalf of the plaintiffs, the execution creditors; and Mr. G. Wright (of Mr. V. L. Deacon's office) on behalf of the defendants.

His lordship said.—In these cases I delivered judgment on the 29th May last deciding that the defendant Lo Chi Tieg was entitled to be released from custody, as the plaintiffs had failed to satisfy me that the defendant had been guilty of any act of bad faith or of misconduct which would justify further detention. I reserved the question of costs, and later on the solicitors for the parties were further heard on this subject. I have now to give my decision on this point. The sections in the Code which specially deal with applications for discharge from custody do not make any mention of costs, but by Section 94 the costs of the whole suit and of each proceeding therein and of every proceeding before the Court are in the discretion of the Court, and the Court has full power to award and proportion the costs in any manner it may deem proper. This discretion is guided by well established principles, the leading one being that in the absence of special circumstances the unsuccessful party must pay the costs of the party who succeeds against him. See *Curtis v. Platt*, 16 C. B. N. S. 467; *Cooper v. Whittingham*, 15 C. B. D. 104; *Jones v. Cuning* (C. A.), 13 Q. B. D. 262. But there are exceptions. For instance, in *Habes Corpus* cases the Court has no jurisdiction to grant costs; nor is it every successful application that will carry costs with it. *Gray on Costs*, p. 486, says—"If any application be made to the indulgence of the Court to release a person from the consequences of his omission to do an act or to do it in proper time he must in general pay the costs." Whether the party coming to oppose the grant of such indulgence is, as a general rule, to be allowed his costs seems, however, to be a matter of doubt, and he cites the case of *Lunn v. Loftus*, 8 C. B. 83 in which the Court, with the exception of Mr. Justice Maule, held he was so entitled. Again, to illustrate this rule that an applicant for the indulgence of the Court does not get his costs even if successful, I would mention that on a proceeding for stay of execution pending appeal the applicant must pay the costs of the application—see *Merry v. Nichols*, 1 L. R. 3, Ch. D. 497; *Cooper v. Cooper*, 2 Ch. D. 499, and I will quote two ordinary cases in which the party succeeding has not recovered his costs; one is *Huxley v. the West London Extension Railway Co.*, 14 Appeal Cases. So, here, the plaintiffs had a right to investigate the claim for discharge, and if the defendant, by his neglect to pay the amount of the judgment, has obliged the plaintiffs to contest that claim, I do not think he can recover costs against them; and even in one of the cases I have cited as establishing the rule, that the successful party ought to have his costs against the claim of the defendant, in *Cooper v. Whittingham*, Sir G. Jessel says—"Where the plaintiff comes to enforce a legal right and there has been no misconduct on his part, no omission or neglect which would induce the Court to deprive him of his costs, the Court has no discretion and cannot take away the plaintiff's costs. The defendant has not come to ask the Court to enforce any legal right. He is asking of the Court an indulgence, that is, to be released from the consequences of neglect to satisfy a decree of this Court, and the plaintiff is seeking to enforce his right to obtain the defendant's costs, and even if the defendant succeeds in his application I am of opinion that he is not entitled to his costs." I have been informed that the practice here has been not to grant costs, and this principle has been followed in very similar cases in England, viz., *Barrett v. Hammond*, 10 Ch. D. 285, *Street v. Hope*, 288, and *Holroyd v. Garnett*, 20 Ch. D. 534. These were applications for writs of attachment against the defendants under the Debtors Act, 1869 and 1878. I see no reason for the present case for departing from the course followed by the judges in these three cases, and as I am of opinion that the plaintiffs were justified in making a due inquiry in this matter and in opposing the release until the application for the same had been fully investigated, I will make no order for costs.

CHITS.

A. F. Pereira, sued by the Shamen Hotel Company for \$300 on chits, pleaded Ord. 22, of 1886 (the Hotel Ordinance) to defeat the claim for refreshments supplied.
Judgment reserved.

THE CASE OF MR. A. HAHN.

At the Magistracy to-day, before Mr. H. E. Wodehouse, F. A. C. Hahn was again brought up on remand charged with perjury, and with larceny of twenty pianos which were held by him as bailor, and which formed part of the security under a bill of sale for \$5,000 lent to him by Captain Wright. As before, Mr. Ellis prosecuted, and Mr. Denys defended.

Prosecutor, recalled by the Court, repeated certain of his former statements.

In the course of a long address to the Court, Mr. Denys pointed out that the bill of sale, on which the whole case was based, was not in accordance with the form prescribed in Schedule B of the Ordinance, and was therefore void for every purpose.—Darius against Reeves, L. R. 17 Q. B. D. 498. Mr. Denys then rehearsed the facts of the case, showing that the conduct of Mr. Hahn, whether right or wrong of itself, was not larceny and could not be called "wilful and felonious." The defendant had admitted selling pianos specified in the bill of sale; but he had the verbal permission of the prosecutor, and it would have been utterly impossible to carry on business otherwise. Even if it were urged that Mr. Hahn ought to have let the pianos out on hire, and not sold them, they would be no less his as he was not a dealer in pianos. The sales were perfectly regular and open, and Captain Wright must have known of them; yet he never objected or raised any question until he found that the Official Receiver would not let him take everything in the bankruptcy. It was only a matter between Capt. Wright and the other creditors—in either case, Mr. Hahn had nothing to gain. If he had tried to benefit himself, to his creditors' loss, or if he had done anything wrong at all, the Supreme Court could deal with him; as the bankruptcy proceedings were not yet closed. There might have been a technical breach of covenant, thousands of covenants were innocently broken, simply because they were impracticable, but there was not necessarily criminal intent. The question was not whether defendant was or was not justified in selling the pianos, nor whether he did or did not think he was justified, but whether he committed theft, intending to defraud. When a man planned a series of thefts, he did not usually put them all carefully on record in the books. There could not be any "larceny as a bailor." Because there was no bailment; the pianos did not belong to Captain Wright, nor had he ever seen them. It might seem of no great importance to commit the prisoner for trial, and leave a charge hanging over him until it could be disposed of by a jury; but to him it was a very serious matter indeed, and Mr. Denys, strongly urged the Court not to commit such an unfounded case. Mr. Ellis wished to quote a case to point.

Mr. Denys submitted that the prosecution was done in the books. He said that any further remarks could not be in order.
His lordship said he could not allow them. Mr. Denys objected.
Mr. Ellis said he only thought it would assist the Court to arrive at a satisfactory decision. Besides, my friend cross-examined my client, and I had addressed the Court.

Mr. Denys said:—I am not aware that I did. Mr. Ellis said:—Well, I am!

His lordship said:—Let the matter rest, then, please.

After consideration, his lordship said:—Assuming the validity of the bill of sale, and the truth of the evidence given by the prosecutor, I think there is sufficient evidence to raise the question of intent, and I therefore commit the case for trial.

THE CHARGE OF PERJURY.
Mr. Ellis proceeded to call evidence in support of the two charges of perjury.
Captain Wright denied having ever verbally consented to defendant doing anything he could to carry on the business, or to sell the pianos. If Mr. Hahn said such consent had been given, it was a falsehood. Witness never gave defendant a general consent to carry on the business in his own way, nor in the current way; never authorised the sale of any of the pianos, except two old ones.

Cross-examined.—Witness did not require defendant to shut up his shop. Never required anything beyond the terms of the bill of sale, "not to remove the goods without written consent of Capt. Wright." The shop had been removed from Bank Buildings to Elgin Street, then to Pedder's Street, then to Calne Road, and then to D'Almeida Street, but there was never any written consent given, nor any prohibition for failure to obtain consent.

Formal evidence as to the bill of sale was given by a clerk in Mr. V. H. Deacon's office. The Official Receiver not being present to give formal evidence proving the Supreme Court file in bankruptcy, Mr. Ellis asked for a remand, in order to complete the case for the prosecution.

Mr. Denys objected to a remand, if there was nothing more in the case than that; it ought to be dismissed at once.
His lordship said:—We cannot say what there may be until we have heard the case.

Mr. Denys said the only evidence, according to Mr. Ellis, is that of Mr. Wright, and the bankrupt's statement as set out in the charge. That is all, and it is not sufficient. It is truly absurd to attempt to substantiate a charge of perjury by simply putting one man's word against another's.

Mr. Ellis explained at some length that Capt. Wright's evidence would be supported by circumstantial and documentary proofs, which would at least warrant sending the case before a jury. He only asked for a remand now in order to obtain the attendance of the Official Receiver, who had been subpoenaed. That would complete the case.

BRITAIN IN THE MEDITERRANEAN.

RANEAN.

Advices dated London, June 28, state that Vice-Admiral Sir George Tryon, commander-in-chief in the Mediterranean, had intimated to Admiral Spencer, First Lord of the Admiralty, that owing to the weakness of the Fleet he could not guarantee maintaining the neutrality of that important station. This, in the light of subsequent events, is anything but encouraging for those who have thought thick and thin planned their faith to a firm belief in the naval supremacy of Great Britain. Vice-Admiral Tryon bore the reputation of being about the ablest of his rank and one of the best naval officers in the British service, and it may safely be taken for granted that his appeal to the Government was not made without sufficient cause. And yet, *per se*, the Mediterranean Fleet looked powerful enough to effectually deal with any contingency that might arise. It consisted of the armored vessels *Australia*, 12 guns, 5,600 tons, 8,500 horse-power, *Camperdown*, 12, 5,600, (11,500), *Collingwood*, 10, 9,500, (9,570), *Colossus*, 9, 9,470, (7,500), *Druid*, 10, 10,820, (8,210), *Edinburgh*, 9, 9,430, (7,500), *Inflecta*, 12, 11,820, (8,010), *Nile*, 10, 11,940, (12,000), *Sans Pareil*, 10, 11,940, (12,000), *Undaunted*, 12, 5,600, (1,500), *Victoria* (disgusted), 15, 10,470, (14,000), as the cruisers and gun-boats *Amphion*, *Chalcedon*, *Dolphin*, *Fearless*, *Gannet*, *Ino*, *Landrail*, *Melita*, *Phaethon*, *Polphemus* (torp. coal ram), *Sandfly*, *Scout* and *Surprise*. The strength of the Fleet has been materially reduced owing to the deplorable loss of the *Victoria* and

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—105 per cent, steady, sellers.
 The National Bank of China, Ltd.—on £8.10, bid up, 25 per cent, sellers.
 The National Bank of China, Ltd.—Founders shares, \$140 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$20, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$20, sellers.
 Chinese Imperial Loan of 1884—2 per cent, premium, sellers.
 Chinese Imperial Loan of 1884—2 per cent, premium, buyers.
 Chinese Imperial Loan of 1886—14 per cent, premium.
 Union Insurance Society of Canton—\$32 per share, buyers.
 China Traders' Insurance Company—\$52 per share, sales.
 North China Insurance—115 per share, buyers.
 Canton Insurance Company, Limited—\$115 per share, buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—115 per share.
 Hongkong Fire Insurance Company—\$225 per share, sellers.
 China Fire Insurance Company—\$83 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamship Co.—\$261 per share, sales.
 China and Manila Steam Ship Company—\$18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—41 per cent, discount, sellers.
 Douglas Steamship Company—\$36 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—70 per cent, premium, sales.
 Geo. Fenwick & Co., Limited—\$144 per share, sales and buyers.
 Hongkong Hotel Company—\$19, per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamien Hotel Co., Limited—\$41 per share, buyers.
 Punjion Mining Co.—\$51 per share, sales and sellers.
 The Raub Gold Mining Co., Limited—\$31 per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—50 cents, per share, sellers.
 Société Française des Charbonnages du Tonkin—\$50 per share, sales and buyers.
 The Teikoku Mining and Trading Co., Limited—\$540 per share, sales and buyers.
 The Siam Cement Co., Limited—4 cents per share, sellers.
 London & Pacific Petroleum Co., Ltd.—nominal.
 China Sugar Refining Company, Limited—\$124 per share, cum new issue, buyers.
 Luen Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$111 per share, buyers.
 Deakin, Crickbank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$41 per share, buyers.
 The Kwong Lung Investment Co., Limited—\$74 per share, sales.
 The Kwong Lung Investment Co., Limited—\$54 per share, sales.
 The West Point Buildings Co., Limited—\$23 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, sellers.
 Hongkong Gas Company—\$105 per share, ex div, buyers.
 Hongkong Ice Company—\$60 per share, sellers.
 Hongkong and China Bakery Company, Limited—305 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$31 per share, sellers.
 The Green Island Cement Co.—nominal.
 The Hongkong Electric Light Co., Limited—\$31 per share, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$67 per share, sales.

ON LONDON—Bank, T. T. 2/4
 Bank Bills, on demand 2/4
 Bank Bills, at 4 months' sight 2/4
 Credits at 4 months' sight 2/4
 Documentary Bills, at 4 months' sight 2/4
ON SHANGHAI—
 Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. M. Barnett. Mr. W. S. Davis.
 Mr. H. Barnett. Mr. W. H. Dwyer.
 Mr. C. B. Black. Mr. P. H. H. H.
 Captain Bourke, R.N. Mr. A. B. Macdonald.
 Mr. G. C. C. Mr. T. Mitchell.
 Count Coudenhove & Mr. W. Schipper.
 Mr. H. S. Cooke. Dr. F. E. Shean.
 Mr. J. H. C. Amund. Major & Mrs. Sheff.
 Mr. A. Delphon. Mr. and Mrs. Sumner.
 Mr. E. H. Derrick. Mr. A. S. Thomas.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. V. Kolod.
 Mr. H. B. Bird. Mr. W. H. R. Loxley.
 Mr. C. B. Bird. Mr. MacLeish.
 Captain von Carbach. Mr. & Mrs. E. J. Main.
 Mr. A. Cumming. and family.
 Mr. C. H. Dallas. Mr. Medhurst.
 Mr. F. Deacon. Mr. Monney.
 Mr. and Mrs. R. Dixon. Mr. Nash.
 Mr. F. East. Captain J. W. Nelson.
 Mr. W. E. van Eps. Mr. W. Ramsay.
 Mr. S. F. F. O. S. Mr. C. F. A. S. S. S.
 Mr. C. G. G. Mr. A. E. Skeels.
 Mr. E. J. Grist. Mr. Sparrow.
 Mr. T. Howard. Mr. E. Tomlin.
 Mr. Kago. Mr. Young.

MAILS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, on the 24th instant.
 The Northern Pacific Steamship Co.'s steamer *Tacoma* left Victoria, B.C., for this port via Japan on the 20th instant.
THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of Japan* left Vancouver for Japan, Shanghai and Hongkong on the 26th instant.

STEAMERS EXPECTED.
 The D. D. R. steamer *Frigate* left Singapore on the 25th instant, and may be expected here on the 26th.
 The Ocean Steamship Co.'s steamer *Pyrrhus* left Singapore on the 26th instant, and may be expected here on the 27th.
 The Austrian Lloyd's S. N. Co.'s steamer *Vindobona* left Kobe on the 25th instant, and is expected here on the 27th.
 The P. & O. S. N. Co.'s steamer *Manila* left London for this port on the 28th ultimo.

Shipping.

ARRIVALS.
 ADEN, British steamer, 2,517, L. M. Whitmer, 29th June—Shanghai 15th June, General—P. & O. S. N. Co.
 TOONAN, Chinese steamer, 930, J. P. Lowe, 30th June—Canton 30th June, General—C. M. S. N. Co.
 CHANG HYE TENG, British steamer, 923, M. G. Scott, 30th June—Rangoon, via Penang, Singapore, and Hongkong, 13th June, General—Bun Hin Chan.
 MALWA, British steamer, 1,694, H. S. Blackburne, 30th June—London, via Bombay 14th June, and Singapore 25th, Mails and General—P. & O. S. N. Co.
 KWILIN, British steamer, 1,088, J. B. Harris, 30th June—Amoy 28th June, and Swatow 29th, General—Butterfield & Swire.

DEPARTURES.
 June 29, *Emeralda*, British str., for Amoy, &c.
 June 30, *Tataros*, German str., for Saigon.
 June 30, *Catterthun*, British str., for Shanghai.
 June 30, *Bengal*, British steamer, for Saigon.
 June 30, *Pera Cham Kio*, British steamer, for Bangkok.
 June 30, *Arratoon Apeur*, British steamer, for Singapore, &c.
 June 30, *Taiyick*, German steamer, for Singapore and Bangkok.
 June 30, *Namoa*, British str., for Swatow, &c.
 June 30, *Nanyang*, German str., for Shanghai.
 June 30, *Kingsland*, British str., for Shanghai.
 June 30, *Glengly*, British str., for Shanghai.

ARRIVALS—ARRIVED.
 Per *Aden*, from Shanghai—18 Chinese.
 Per *Chang Hye Teng*, from Rangoon, &c.—195 Chinese.
 Per *Malwa*, from London for Hongkong—Messrs. James Maxwell, J. J. Bishop, and Miss Pollock's native servant. From Brindisi—Mr. Hoskins. From Bombay—Mr. E. Abdool Hoozein. From Penang—15 Chinese. From Singapore—Mr. Herman Molkenbaer, and 15 Chinese. From London via Bombay for Shanghai—Mr. and Mrs. R. S. Raphael. From London—Messrs. J. L. Newmar, Bourne, and Golland. From Singapore for Kobe—3 Japanese (deck). From Bombay for Yokohama—Mr. J. Moncreiff.

REPORTS.
 The British steamship *Chang Hye Teng* reports that she left Rangoon, via Penang, Singapore, and Hongkong, on the 13th instant. Had light south-west monsoon and fine weather throughout.

Post Office.

A MAIL WILL CLOSE—
 For Singapore and Bangkok—Per *Taiyick* to-morrow, the 1st July, at 11:30 A.M.
 For Chefoo and Newchwang—Per *Swatow* to-morrow, the 1st July, at 11:30 A.M.
 For Singapore, Batavia, Samarang, and Sourabaya—Per *Kwintin* to-morrow, the 1st July, at 11:30 A.M.
 For Swatow and Shanghai—Per *Chang Hye Teng* to-morrow, the 1st July, at 2:30 P.M.
 For Amoy—Per *Chang Hye Teng* to-morrow, the 1st July, at 2:30 P.M.
 For Shanghai—Per *Toonan* to-morrow, the 1st July, at 3:30 P.M.
 For Swatow, Amoy, and Tamsui—Per *Hailong* to-morrow, the 1st July, at 7 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ACTIVE, Danish steamer, 355, H. Hygon, 13th June—Pekoh 12th June, and Hongkong 14th, General—Arnhold, Karberg & Co.
 BORMUDA, Italian steamer, 1,499, F. Ansaldo, 28th June—Bombay 7th June, and Singapore 22nd, General—Carlson & Co.
 BORNKO, Dutch steamer, 1,490, Theunis, 19th May—Bangkok 18th May, Rangoon, and Weyang.
 CHRY-SANO, British steamer, 1,194, R. C. D. Bradley, 29th June—Canton & 30th June, General—Jardine, Matheson & Co.
 CITY OF RIO DE JANEIRO, American steamer, 3,548, J. T. Smith, 29th June—San Francisco 1st June, and Yokohama 20th, Mails and General—P. M. S. S. Co.
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 27th June—Vancouver 5th June, via Yokohama, Kobe, Nagasaki, and Shanghai 24th, General—Canadian Pacific Railway Co.
 HAILONG, British steamer, 783, J. S. Roach, 29th June—Tamsui 22nd June, and Amoy 27th, and Swatow 28th, General—Lapet & Co.
 HONGAY, British steamer, 1,553, James Young, 19th June—Hongay 16th June, Conla, and Swatow 16th, General—Jardine, Matheson & Co.
 MATHILDE, German steamer, 600, P. Moos, 28th June—Salgo 18th June, and Amoy 24th, Rice, Paddy, and General—Stemmen & Co.
 METAPEDIA, British steamer, 1,254, W. Fraser, 20th June—Salgo 16th June, Rice and Paddy—Arnhold, Karberg & Co.
 NUNBERG, German steamer, 3,007, B. Blauke, 20th June—Yokohama 12th June, Kobe 19th, and Nagasaki 20th, Mails and General—Melchers & Co.
 PATHAN, British steamer, 1,764, W. H. Wright, 23rd June—Kutchin 18th June, Coal and Matches—Dodwell, Carill & Co.
 PILOT FISH, British steamer, 161, A. Stogard, Hongkong and Whampoa Dock Co.
 PROPONTIS, British steamer, 1,387, W. H. Farrand, 14th March—Salgo 6th March, Rice and Paddy—Arnhold, Karberg & Co.
 PROROS, German steamer, 1,150, H. Johansen, 28th June—Bangkok 16th June, Rice—Wilder & Co.
 RIO GERMAN, steamer, 1,103, C. H. Davidson, 20th June—Salgo 25th June, Rice and Paddy—Wilder & Co.

HONGKONG—STEAMERS.
 (Continued.)
 SWATOW, German steamer, 642, C. Blauke, 26th April, Canton 26th June, General—Melchers & Co.
 YIKANG, British steamer, 887, W. Waddell, 19th June—Manila 16th June, General—Jardine, Matheson & Co.

SAILING VESSELS.
 ANCAROS, British ship, 1,703, Fulton, 29th May, New York 12th November, Petroleum—Quaker.
 CIMBRIA, Danish bark, 1,158, H. Pedersen, 9th June—New York 29th December, Kerosene Oil—Order.
 GOLDEN FLECK, American schooner, 125, R. Quilston, 18th June—Pellew Island 7th May, Copra and Beche-de-mer—Order.
 HABITAT, British ship, 1,619, W. P. Potter, 14th May—New York 24th Dec., Oil—Melchers & Co.
 HENRY-FAILING, American ship, 1,879, G. Merrison, 15th June—San Francisco 30th April, Oil—Melchers & Co.
 ICEBERG, American ship, 1,135, Treat, 1st June—New York 4th January, Kerosene Oil—Jardine, Matheson & Co.
 IRON DUKER, German bark, 1,413, H. Hasbagen, 1st April—New York 29th Oct., Petroleum—Shewan & Co.
 JAPAN, Peruvian bark, 390, Juan E. Taborda, 28th May—Callao 12th March, General—Order.
 JOHANN ADOLPH, German bark, 310, E. Weiss, 26th June—Albay (W.I.), 17th May, Sandalwood—Sandalwood & Co.
 NICOLA, British bark, 596, T. Norris, 31st June—San Francisco (California), 23rd April, General—Wilder & Co.
 ORANGE GROVE, British bark, 185, Jas. Duncan, 23rd June—Natal (S.A.), 1st April, Ballast—Glan & Co.
 PARAMITA, American ship, 1,493, Soule, 21st April—San Francisco 17th Feb., Flour—Chinche.
 PRINCIPALITY, British 4-masted ship, 1,593, E. Jones, 26th May—New York 26th January, Kerosene Oil—Jardine, Matheson & Co.
 SEZIA, British bark, 606, Le Sauvage, 30th May, Champion Bay, W.A., 5th April, Sandalwood—Jardine, Matheson & Co.
 SOMALI, British 4-masted ship, 3,335, D. Morgan, 17th May—Singapore 21st March, Ballast—Order.
 SPRINGWAY, British 3-masted schooner, 324, W. Garrick, 14th May—Shark Bay, W.A., 6th March, Sandalwood—Captain.

Hotels.

PEAK HOTEL.
 OPEN ALL THE YEAR ROUND.
 THIS commodious and well appointed HOTEL, situated at a height of 1,500 feet above sea-level, having been built by the Proprietors of the "VICTORIA HOTEL" is NOW OPEN and will be in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SUMMER RATES.
 One person, per day, 4.00
 One person, per month, 120.00
 Married couple (occupying one room) per day 7.00
 Married couple (occupying one room) per week 45.00
 Married couple (occupying one room) per month 120.00
 For full particulars apply to
 HONGKONG, 11th April, 1893. [235]

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.
 THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steamer Wharves, is now open to receive Visitors.
 The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.
 The Table D'hôte is supplied with every luxury in season, and the cuisine is in expert hands.
 Wines, Spirits, Malt Liquors, &c., of the best quality only.
 A WELL APPOINTED BILLIARD ROOM.
 JOHN C. FOSTER, Manager.
 Hongkong, 1st September, 1892. [27]

THE WESTERN HOTEL.

QUEEN'S ROAD WEST.
 OLD "BEN" PRESIDES.
 A QUIET AND COMFORTABLE HOME FOR MEN OF THE MERCANTILE MARINE. The very best LIQUORS and ACCOMMODATION.
 They come as Strangers but leave as Friends.
 BEN FRANKLIN TAYLOR, Proprietor.
 Hongkong, 28th March, 1893. [38]

THE STAG HOTEL.

QUEEN'S ROAD CENTRAL.
 THE HOTEL OF THE EAST FOR WEST-ENDERS.
 BEST LIQUORS procurable in the Market.
 Good ACCOMMODATION and CIVILITY.
 Come and see how we have transformed the old "STAG."
 WILLIAM WATERS, Proprietor.
 Hongkong, 17th March, 1893. [35]

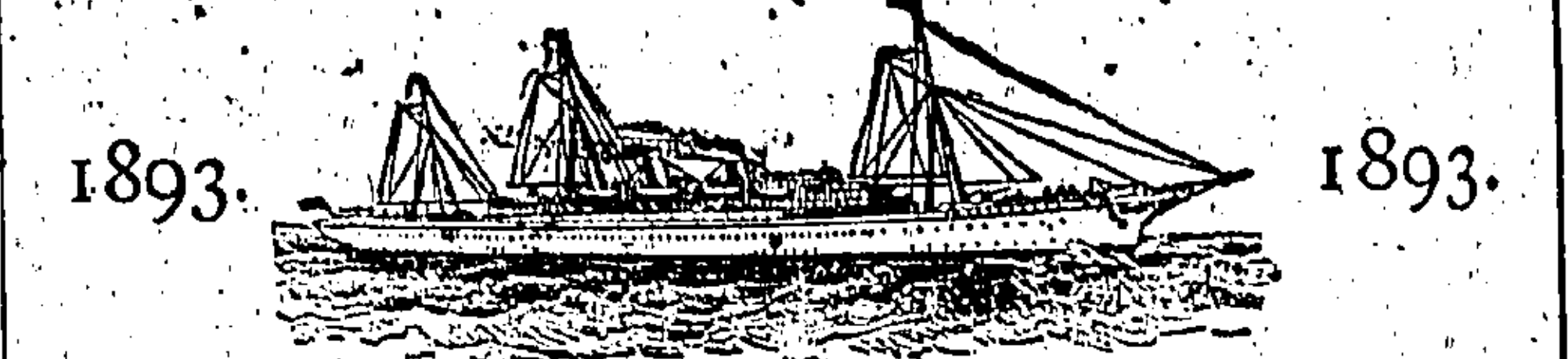
TAKARADZUKA HOTEL.

ONE HOUR AND A HALF FROM KOBE, via NISHIMOTO.
 EXCELLENT CUISINE AND CELLAR.
 LOVELY SCENERY AND COOL NIGHTS.
 THE IRON MINERAL BATHS, and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema, and other affections.
 For terms and particulars, apply to
 R. HUGHES, Manager.
 [49]

HAUSENSTEIN'S HOTEL.

AM OY.
 THIS First-class FAMILY HOTEL, is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.
 An EXCELLENT TABLE, is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
 Terms Moderate.
 R. HELLWIG, Proprietor.
 Amoy, 1st September, 1892. [49]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN-SCREW STEAMERS, 10,000 HORSE POWER.
 PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA 6,000 Tons WEDNESDAY, 31st July.
 EMPRESS OF JAPAN 6,000 " WEDNESDAY, 26th July.
 EMPRESS OF CHINA 6,000 " WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back, occupying 13 to 14 days only. Return Fare, \$75.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to
 D. E. BROWN, General Agent.
 Hongkong, 30th June, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
 VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 6th July.
 City of New York (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Wednesday, 12th July.
 City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 27th July.

THE U. S. Mail Steamship
 "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 6th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER AND RIO GRANDE RAILWAYS.

They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. at the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office at San Francisco, addressed to the Collector of Customs of San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 17th June, 1893. [1]

S. E. N. T. I. N. G.

SURGEON-DENTIST.
 No. 10, PAGELAR STREET.
 TERMS: VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1892. [376]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.
 M. R. WONG TAI FONG, Surgeon-Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROSSON), HAS REMOVED

THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).
 CONSULTATION FREE.
 Hongkong, 27th July, 1893. [14]

J. E. Y. E. S. A. N. T. I. N. G.

J. E. Y. E. S. A. N. T. I. N. G. COMPANY, LIMITED.
 J. E. Y. E. S. A. N. T. I. N. G. COMPANY, LIMITED.
 J. E. Y. E. S. A. N. T. I. N. G. COMPANY, LIMITED.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.

St. ROBERT RAWLINSON, C.B., Chief Sanitary Engineer, Local Government Board, London, says
 "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 19th June, 1888.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
 PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 Tacoma Tuesday 1st July 18th.
 Mogul Tuesday 8th August 8th.
 Victoria Tuesday 29th August 29th.
 Tacoma Thursday 1st Sept. 1st.
 Mogul Thursday 10th October 10th.

THE Steamship
 Captain J. Hill, sailing at Noon, on TUESDAY, the 28th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent for the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
 DODWELL, CARILL & Co., Agents.
 Hongkong, 1st June, 1891.

Intimations.

LEVY HERMANOS.
 JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
 Sole Agents for PATRICK PHILLIPS & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.
 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
 No. 48, Queen's Road Central. 1693

CHS. J. GAUFF & CO., CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.
 NAUTICAL INSTRUMENTS.
 Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Volklender and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, No. 8, Queen's Road Central. 1694

J. Blackhead & Co., SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAVY CONTRACTORS & GENERAL COMMISSION AGENTS, No. 7, Praya Central, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAFFIEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.
 HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS.

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